

G1 portions 220, 223 and the cross-over portions 222 also have the effect of increasing the rigidity of the fender structure 203, by increasing its resistance to torsion.

Pages 13-14, please delete paragraph 53, and replace it with the following new paragraph:

G2 At the front F of the upper member 30, a pair of generally U-shaped support bars 38 are provided. A pair of generally U-shaped support bars 40 are provided at the rear R of the upper member 30. The support bars 38, 40 may also have different shapes, and are not limited to U-shaped members. Portions of the support bars 38, 40 extend along the width, e.g., about 2/3 of the width, and beneath the front and rear storage compartments 302, 346, respectively. As shown in Figure 10, a rear handlebar 352 includes laterally extending portions 354 that connect to the portions of the rear support bars 40.

**IN THE CLAIMS:**

Please cancel claims 1, 2, 13, 14, 25, 37, and 38 without prejudice or disclaimer.

Please amend the claims as follows:

G3 3. (Amended) A fender structure for a vehicle with a plurality of wheels, comprising:  
a right fender portion positionable over a right wheel;  
a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions;  
a storage compartment formed in the support portion with an opening through which items may be placed into the storage compartment;  
a cover positionable over the opening; and  
raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in at least one of the support portion and the storage compartment.

4. (Amended) A fender structure for a vehicle with a plurality of wheels, comprising:  
a right fender portion positionable over a right wheel;  
a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes

a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in the support portion.

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5. (Amended) The fender structure of claim 4, wherein:

the right fender portion, the left fender portion and the support portion are integrally formed with one another as a single unit.

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8. (Amended) The fender structure of claim 4, further comprising:

a mud guard positionable adjacent at least one of the left and right wheels; and

a floor board extending away from the at least one mud guard.

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15. (Amended) A vehicle with a plurality of wheels, comprising:

a right fender portion positionable over a right wheel;

a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions;

a storage compartment formed in the support portion with an opening through which items may be placed into the storage compartment;

a cover positionable over the opening; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in at least one of the support portion and the storage compartment.

16. (Amended) A vehicle with a plurality of wheels, comprising:

a right fender portion positionable over a right wheel;

a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in the support portion.

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17. (Amended) The vehicle of claim 16, wherein:  
the right fender portion, the left fender portion and the support portion are integrally  
formed with one another as a single unit.

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20. (Amended) The vehicle of claim 16, further comprising:  
a mud guard positionable adjacent at least one of the left and right wheels; and  
a floor board extending away from the mud guard.

26. (Amended) An all terrain vehicle including a plurality of wheels, the vehicle  
comprising:  
a fender structure positioned over the wheels, the fender structure including a plurality  
of raised support portions, wherein the raised support portions and the fender structure are  
formed of a plastic material;  
a main frame from which the wheels are suspended; and  
a bumper supported by the main frame,  
wherein the raised support portions are supported by the main frame and are not  
supported by the bumper.

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27. (Amended) The all terrain vehicle of claim 26, wherein the plastic material is  
selected from the group comprising polyethylene, polypropylene and fiberglass-charged  
polyethylene.

28. (Amended) The all terrain vehicle of claim 26, wherein the fender structure and  
the raised support portions are formed as a one piece unit.

29. (Amended) The all terrain vehicle of claim 26, further comprising a storage  
compartment formed integrally with the fender structure and the raised support portions.

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34. (Amended) The all terrain vehicle of claim 26, wherein the fender structure  
comprises lateral portions and at least one cross-over portion extending transverse to the  
lateral portions, the lateral portions and the at least one cross-over portion defining a support  
plane.

35. (Amended) The all terrain vehicle according to claim 26, wherein the fender structure is a rear end portion of the all terrain vehicle.

36. (Amended) The all terrain vehicle according to claim 26, wherein the fender structure is a front end portion of the all terrain vehicle.

39. (Amended) An all terrain vehicle comprising:  
a main frame that suspends a plurality of wheels;  
a fender structure supported by the main frame, the fender structure having a plurality of built-in raised support portions;  
a storage compartment positioned within the fender structure; and  
a cover sized to cover the storage compartment,  
wherein the fender structure includes a central support surface defined by the cover and a lateral support surface on each side of the central support surface.

40. (Amended) The all terrain vehicle of claim 39, wherein the fender structure and the plurality of built-in raised support portions are made of plastic selected from the group comprising polyethylene, polypropylene and fiberglass-charged polyethylene.

41. (Amended) The all terrain vehicle of claim 39, wherein the fender structure and the built-in raised support portions are formed as a one piece unit.

42. (Amended) The all terrain vehicle of claim 39, further comprising a mud guard and a floor board integrally formed to the fender structure.

46. (Amended) The all terrain vehicle of claim 39, wherein the fender structure is a front end portion of the all terrain vehicle.

47. (Amended) The all terrain vehicle of claim 39, wherein the fender structure is a rear end portion of the all terrain vehicle.